

The Charles A. Westcotts
21024 North Crestview Drive
Barrington, Illinois 60010-2924

January 10, 2008

Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Attention: Phillis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

My wife and I have been Barrington, Illinois area residents for more than forty-three years. We reside within a mile and a quarter of no less than five EJ & E Railway grade crossings. Our concerns over the increase of freight traffic resulting from the purchase of the EJ & E Railway Freight Line by Canadian National Railway are *extreme*. These concerns are fourfold; namely, the local natural environment, public safety, vehicular traffic and economic impact.

The EJ & E line runs through almost ten miles of the Flint Creek watershed, a major tributary of the Fox River, crossing the creek in four locations and adjacent to it for much of its flow through the Village of Barrington. Within this watershed area are several heavily used public recreational areas, including the Barrington Park District's Langendorf and Citizen's Parks and the 780-acre Cuba Marsh Forest Preserve. The impact of significantly increased freight traffic will endanger the quality of forests, fields and wetlands and the enjoyment of the thousands of citizens using the parks and the preserve for recreation. Increased traffic on the EJ & E line obviously increases the potential for accidental spills of materials toxic to the environment. And, God forbid, there is always concern over derailment!

The public safety threat is of extremely serious concern to all of us living to the north of Route 14. This is because rail traffic simultaneously crossing Route 14 and Illinois Route 59 with its attendant vehicular back-up would prevent emergency fire and paramedic vehicles from reaching us on a timely basis from the Public Safety Building at 400 North Northwest Highway. Paramedic and fire calls to the northern portion of the Barrington area would certainly be delayed when rail freight traffic was crossing these major arteries. Emergency calls under such circumstances might have to be transferred to other municipalities, causing further delay in response time.

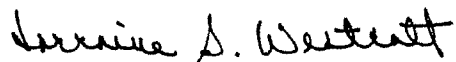
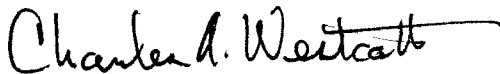
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Vehicular traffic on the major roadways is, at present, serious enough. The blocking of Routes 14 and 59 and Lake-Cook Road by long freight trains would definitely create a state of complete gridlock during the morning and evening "commute times." Weekday school traffic during the early morning and afternoon would be mightily affected by an increased amount of rail freight crossing. School bus schedules would be virtually impossible to maintain.

Highway traffic is bad enough at present that many residents avoid the drive into downtown Barrington except when absolutely necessary. This naturally impacts Village merchants and any further loss of business would negatively affect the vitality of the community as a whole. Increasing railroad freight traffic through this basically residential area with its resultant increased highway traffic congestion, public safety threats, increased noise and environmental degradation will without doubt decrease homeowners' property values.

We ask that you thoroughly address these environmental, public safety, traffic and economic impact concerns by requiring a complete review of these issues and a filing of an Environmental Impact Statement by the parties involved in the railroad negotiations.

Sincerely,



Charles A Westcott
Lorraine S. Westcott